THE MISSISSIPPI DEMOCRAT.

"The best Government is that which governs least."

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[CONCLUSION.]

Mr. CALHOUN made the following REPORT:

(To accompany bill S. No. 216.)

The Special Committee, to whom was refered the memorial of the Memphis Connection, have had the same under consideration, and submit for the consideration of the Senate the following report:

Nor will it be more liable to abuse by being improperly extended to the improvement of its smaller tributaries, which, as has been shown, are not embraced in it, than it will be by extending it to like streams falling into the Atlantic or the lakes. The principle which prevents the power from embracing the one equally prevents it from embracing the other, and is equally as clear and well defined in the one, as the other. If the objection be good in the one case, it is in the other; and if the liability to abuse be a good reason for abandoning the improvement of the navigation of the Mississippi, it is at least as good for abandoning that of the coast and the lakes.

But there is the not least probabilty that Congress will ever abandon the exercise of the power. It has not only the right, as has been shown, but it is its duty to exercise it; a duty, under the constitution, to the States immediately interested, and which are, by one of its provisions, prohibited from adopting the only means by which they could themselves regulate their commerce with each other. Indeed, the States directly interested in its exercise are too numerous and strong to permit the power to be abandoned, or lie dormant; and all attempts to prevent its due exercise on the part of those who may dread its abuse; or who may be adverse to its exercise from other causes, would have no other effect but to compel the more moderate and scrupulous of those directly interested in its due exercise to unite with the less moderate and scrupulous in their own and other portions of the Union, and thereby place the power under the exclusive control of those who would exercise it without regard to abuses, or to the restrictions imposed by the constitution. On the contrary, by admitting the power, supporting its due exercise, and directing their efforts to confining it within its proper constitutional limits, the united efforts of the moderate of every portion of the Union might succeed in preventing abuses, and carrying at the same time into full effect the intention of the framers of the constitution in delegating the power. But, if such efforts should fail to prevent extravagant and unwarranted appropriations and expenditures, there remains a certain corrective to both—perhaps the only certain one—against the abuses incident to appropriations and expenditures of a general fund on local objects, which, by united efforts, they might succeed in applying. It is that of raising the sum to be expended, from the interest to be benefited by the expenditure; that is, in this case, by a moderate duty on light and tonnage, on vessels engaged in navigating the coast, the lakes, and the Mississippi, and other rivers embraced by the power; and by applying the sum so raised from each to the improvement of its navigation. The same mode of raising and applying the requisite sum, in reference to smaller streams, might be adopted by the States interested, at least as far as tonnage duties are concerned, with the consent of Congres. It is the equitable and fair mode which was practised by the States before the adoption of the constitution, and which is practised by the government of the country from which we derive our origin and language, as has been stated. It was also the mode practised in its early stages by the federal government; with, however, this radical defect, that the sums raised, instead of being kept as a separate fund to be applied to its specfic and appropriate objects, were blended with the general funds of the treasury. The duty imposed would, of course, constitute a general charge on the commerce on which it would fall; but when the vast amount of that of the coast, the Mississippi, and the lakes is taken into the estimate, and the strict economy to which the mode of raising and applying the fund would lead in the expenditures, there can be no doubt the charge would be far more than compensated by the reduction of the rates of insurance.

Such are the conclusions to which your committee have been brought, in reference to the portion of the memmorial which relates to the improvement of the navigation of the Mississippi and its great tributaries. It remains, before concluding, to consider what preparatory measures should be adopted in order to insure a systematic, judicious, and efficient expenditure of the money which may be appropriated to carry the power into effect, should Congress concur in their veiws in relation to it.

They are of the opinion it is indipensable, for that purpose, to constitute a board of able and experienced engineers, whose duty it should be to make, under the direction of the Secretary of War, a careful examination and survey of the Mississippi, including its great tributaries; to report their opinion in detail as to the present condition of its navigation; the character of the obstruction which endanger or impede its navigation; to what extent they can be removed; what would be the effect of their removal in diminishing the hazard to which it is exposed, and increasing its expedition; what means ought to be adopted for their removal; what sum would it be advisable to appropriate annually to keep its navigation in a safe and good condition, when once removed; and, finally, what means ought to be adopted to insure an efficient and economical expenditure of the money which may be appropriated. Your committee are further of the opinion that it would be advisable that the board should consist of three engineers, one military and two civil; and that in the mean time, until they can report, a moderate sum should be appropriated to romove the more dangerous obstructions.

Having now finished the portion of their report which relates to the improvment of the navigation of the Mississippi, including its great tributaries, your committee will next proceed to the consideration of that portion of the memorial which relates to the reclaiming, by embankments, the public lands, which, in consequence of being subject to its inundations, are not fit for cultivation.

The subject is one of no small importance. The Mississippi, like most of the other great rivers, has formed by its deposits, in the long course of years a tract of great extent and fertility in its approach to the ocean, and which is subject to inundations by its floods. There is no data by which the extent of this tract can be ascertained with any accuracy, but it is estimated, from the best attainable data by the proper departmet, to contain about 33,075,000 acres, or 51,670 square miles, lying in the States of Louisiana, Mississippi. Arkansas, Missouri, and Illinois.

It is believed by far the greater part may be reclaimed by a proper system of embankment. It is more difficult to estimate with any precision what portion of it is still public land. They have not been able to obtain any document that may be relied on as approaching accuracy in that respect, except in reference to the portion of the tract lying in the State of Louisiana. It appears by a report of the surveyor general of that State, made in October, 1845, that there is of overflowed and swamp land in that State, 8,505,505 acres; of which there are subject to private claims 798,763 acres; granted for schools and other purposes, 378,743; sold prior to the 30th September of that year, 1,635,458; and unsold, or public lands, 5,692,836, making nearly three-quarters of the whole. Assuming the same proportion to remain unsold in the other States, the aggregate amount still belonging to the public would be 24,850,000 acres.

As fertile as this great body of land is, by far the greater part is at present of little or no vnlue, in consequence of its swampy character and being subject to inundation, and must remain so; alike unprofitable to the public and individuals, so long as they may remain in their present condition. But they must remain so until reclaimed by embankments. To meet the expense of making them, the convention recommends the grant of lands, or appropriation of money by Congress.

Your committee are of the opinion that something ought to be done towards bringing this great body of fertile land into cultivation. While it remains in its present state, with one, and that the larger portion, held by the Union, another (that granted for schools and other purposes) by the States, and a third by individuals, and these several portions not held in parcels, or bodies, separate and distinct from each other, but intermixed one with the other, nothing can well be done towards reclaiming them. It would require the co-operation of the parties interested, each in proportion to the extent of his interest, to accomplish the object. To obtain such co-operation, and fix satisfactorily the amount that each should contribute towards making the necessary embankments, would obviously be a work of too much difficulty and complication to be undertaken. The only remedy is to diminish the number of the parties interested; and for that purpose, your committee are of the opinion that Congress ought to adopt measures to dispose of its portion of these lands, with as little delay as a just regard to the public interests will permit. And to effect that, they are of the opinion the most advisable course would be to reduce the price of the portion belonging to the public, gradually: say at the rate of one-fifth at intervals of four years, until it shall be reduced to the rate of 25 cents an acre; and to cede to the States in which they may respectively lie all not sold at the expiration of four years thereafter.

Your committee will next proceed to consider that portion of the memorial which relates to the communication by railroads between the valley of the Mississippi and the southern Atlantic States. They regard works of the kind as belonging to internal improvements, (that is, improvements within the body of the States,) and as such, in their opinion, not embraced in the power to regulate commerce. But they are, nevertheless, of the opinion that where such roads, or other works of internal improvements, may pass through public lands, the United States may contribute to their construction in their character of proprietors, to the extent that they may be enhanced in price thereby. This has usually been done by ceding alternate sections on the projected line of such works; and it is believed that no mode of contributing, more fair or better calculated to guard against abuses, can be devised. That Congress has a right to make such contributions, where there is reasonable ground to believe that the public lands will be enhanced in proportion, under its right to dispose of the "territory and other public property of the United States," your committee cannot doubt. In making this assertion they hold to the rule of strict construction, and that this power, like all the other powers of the government, is a trust power, and, as such, is strictly limited by the nature and object of the trust. In this case the rule requires that the lands, and otner public property of the U. States, should be disposed of to the best advantage; and where that can be done by contributing a portion to works which would make the residue equally or more valuable than the whole would be without it, as is supposed, they hold it would be strictly within the rule. Your committee go further. They are of the opinion, not only that Congress has the right to contribute to the extent stated, in such cases, but that it is in duty bound to do so, as the representative of a part of the proprietors of the land to be benefited. It would be neither just nor fair for it to stand by and realize the advantage they would derive from the work, without contributing a due proportion towards its construction. It would be still less justifiable to refuse to contribute, if its effects should be to defeat a work, the construction of which, while it would enhance the value of the land belonging to the public, and that of individual proprietors, would promote the prosperity of the country generally.

But, however clear the power, or however liberally it may be exercised, it can do but little towards the construction of the projected railroads between the valley of the Mississippi and the southern Atlantic ports. They will pass through comparatively but a small portion of the public lands, and that a remnant which has been long in market, and has remained unsold, because of a very inferior quality. But it does not follow that the federal government cannot render efficient aid towards their construction, because it can do little by direct contribution. It can, notwithstanding, do much—if not in that way, in another less effectual—by the removal of the heavy burden imposed on their construction by its own acts: they refer to the duty on iron.

It is well known that the cost of iron is one of the heaviest items everywhere in the expense of constructing railroads. In constructing those projected between the southern Atlantic States and the valley of the Mississippi, which, for the most part, will pass through a level country, abounding in good timber, and requiring but little grading or expenditure to acquire the right of way, it is by far the heaviest of all the items. The duty on iron of a description calculated to form a substantial and durable road (T iron) is itself a charge of upwards of $2000 the mile—a sum equal to about one-sixth of what would probably be the average aggregate cost per mile of constructing those roads.

It is this heavy burden which retards the completion of a system of railroads, which, when completed, will do so much not only for the mutual prosperity and defence of the States immediately interested, but for that of the whole Union. Thus regarding it, your committee are of opinion that, on every principle of expediency and fairness, not to say justice, this burden ought to be either wholly removed, or at least reduced to the rate which a strict regard to revenue principles would demand.—They believe that neither would materially effect the prosperity of that branch of our manufactures. The increased impulse which it would give to the construction of railroads over the whole Union, and the impulse which their construction would, in turn, give to the general prosperity, by cheapening the cost of transportation, and enlarging the sphere of demand, would, in their opinion, in a great measure if not altogether, compensate the loss which might result to the manufacturers of iron, by a greatly increased demand for other descriptions of iron. But, whether such would be the case or not, certain it is that all other interests—agricultural, commercial, and even manufacturing—would be very greatly benefitted by the increased rapidity and cheapness of transportation. If to this be added the still more important considerations—the great and happy influence it would have in a political and social point of view, and the increased safety of the country from the vastly increased means of defence which a widely extended system of railroads would furnish—it would seem almost impossible to doubt the expediency of wholly removing or greatly reducing this heavy burden on their construction. They accordingly recommend that the present duty be either wholly repealed, or reduced to the rate which a strict and exclusive regard to revenue would require.

In reference to that portion of the memorial which relate to the connexion of the Mississippi and the lakes by a canal, which would admit ships of the largest class, navigating either, to pass from one to the other, your committee fully concur in all which it states in reference to its importance; but they are of the opinion that Congress has no power under the constitution to construct such a work. It stands, in that respect, on the same ground with railroads and other works of internal improvements, and, like them, it may be aided directly by Congress, should it pass through the public domain, by the grant of alternate sections, but no further.

Your committee also fully concur in all that is stated by the memorial in reference to the importance of keeping open the communication by sea between the gulf of Mexico and the Atlantic coast, and the means it recommends for that purpose, both military and naval. It is the great thoroughfare of the Union, and cannot be closed, even for a short time, without convulsing its commerce and business operations in every department, and throughout the whole Union. Nothing, in that opinion, short of a strong naval force, sustained by a permanent naval station of the first class at Pensacola, or some other port in the gulf, and suitable fortifications to defend and secure the pass between Florida on the one side, and Cuba and the Bahama islands on the other, can keep it open at all times, in war as well as peace free from dangers; and they accordingly recommend to the early attention of Congress the establishment of such a station, with all suitable means for building and repairing vessels of war, with an adequate portion of the navy permanently stationed there, and the speedy completion of the fortifications already commenced to defend and secure the pass.

Life in California.

A graphic picture of the courtesies and usages of every day life in California, is given in the following extract of a letter from an intelligent shipmaster who has been several years on the coast, which we copy from an exchange paper:

California is a singular country; you may read and hear of it, but to know it you must see it yourself. Hospitality prevails over the whole country. Go where you will you are welcome to a bed, breakfast, dinner or supper; you have no need of an invitation, for it is the custom of the country. What would your money-grabbing Yankees in Gotham say, if a stranger should walk in at the hour of dinner and take a seat at the table, and perhaps say, you must give me a bed as I shall stop all night. Our clerks and supercargoes go from one end of the coast to the other, and when night comes on or they are hungry, they stop at the first house and call for something to eat or a bed as they want, and we of the ship return the compliment. This free hospitality is extended to all persons who show any signs of respectability; we could not do without it. Go to whatever part of the world you may, I do not believe you would find just such another country as this, for perfect independence, as there is neither law nor gospel here. Every one does as he sees fit in his own eyes; he may go to bed drunk or sober. [The writer is known on the coast as "the cold-water man."] Once in a while a knock down takes place with some cutting or stabbing; the offenders are hauled up, and after 3 or 4 weeks spent in smoking and drinking they let them go, and there the matter ends. I have laughed many a time at witnessing a trial. The accusers and the accused, and the spectators sit together, and sometimes all hands talk at once—no lawyers' fees to pay—and after all parties are heard, the culprits are discharged and the constables pay the cost.

I called at the house of a friend not long since, to get my coffee, and fell in with one of our country women who came across the land,—a real genuine specimen of the Western States. In speaking of her travels through the mountains, she said, "Wal, we had a pretty considerable hard time of it, but I did not mind it until we had to heavy away our *plunder;* then I felt *awful.*" This reminds me of the lamentation of a western widower over the grave of his wife. Said he, "I have lost cows, but I never had anything cut me like this!"

The tide of emigration is rolling this way, and the enterprising people of the Western States are fast filling up this country. I should not wonder if in a few years Mexico should find a second Texas, (the letter is dated the last of January, and his prophecy is almost history now.) California has a fine climate, but it will never be more than a great grazing country.—Some men have from 8 to 12,000 cattle. What would one of our farmers say to a farm of four leagues square, with 10,000 head of cattle, and 6 or 800 horses on it, not an uncommon thing here, though the general average is 2 to 3000. A man with 6000, if there has been plenty of rain (which is rarely the case) will kill annually 1000, which, at $8 per head, gives him a handsome income. The expense of taking care of his heards is strifling, as it is done by the Indians who are paid little or nothing. There is a great offset to this income in the enormous prices charged for goods. The word economy is not known, and a dress costing $80 to $100, is often ruined in a few days and thrown aside.

Last June I was at St. Cruz, and took a ride into what is called the Red Woods.—The trees are noted for their great size; one measured 19 feet in diameter, and 350 feet in altitude, and there were thousands that would measure 10 and 12 feet through. From one tree the miller said he made 22,000 feet of boards. [It is a very extra tree in Maine, that makes 6000.] and from another 100,000 of shingles.—What do you think of these for vegetables? One tree that was hollowed out measured 14 feet square, and was used as a tailor's shop. A few years since some enterprising Yankees introduced saw-mills which reduced the price of boards from $80 and $90 pr M. to $40. Till lately they ground their grain scripture fashion, it taking 2 all the time to keep the family supplied, but now there are 2 or 3 good flour mills built by Yankees, which give us flour equal to any at home. The Californians are remarkable for nothing but horsemanship, and well they may be for that, as they are on horseback from infancy.

The farmers who read the above extract will see that California with its delightful climate has a capital drawback in the want of rain. This is the great objection to it for agricultural purposes.

Indian Corn.

Indian corn is growing popular in these latter days. In days gone by it was considered a very vulgar sort of grain—was only fit for the commonest people to eat. But since the falling off in the potatoe crops, new virtues have been discovered in Indian corn; even John Bull seems willing to fatten on it, if he could discover how to cook it.

A few days since, while dining at the Baltimore Exchange, we noticed a couple of newly-arrived, sandy-haired Englishmen, opposite us, scrutinizing the bill of fare. It was near the desert, and they were looking among the custards, puddings and pies, for something therewith to conclude their sumptuous dinner.

"What's this, Bob?" said one, "Hindian pudding?"

"Where?" inquired Bob, peering at the bill.

"Hindian pudding, Hindian pudding," repeated the first. "Is that Hindian corn, do you think, what they're making such a rumpus about at'ome?"

"Yes, that must be it," concluded Bob.

"My hey, then," said his friend, "let's ave it."

Presently the desert was brought on, and our English neighbors cast their eyes anxiously over the table to discover the Hindian pudding. But the difference between them and the Irishman was, that while Pat knew his letters, by sight, he could'nt call them by name, they knew Hindian pudding by name, but could'nt tell it when they saw it.

At length one called a waiter.

"Bring us the maize pudding, my boy," said he.

The waiter stared—he did'nt know it by that name.

"The Hindian corn puddin' my boy, the Hindian corn pudding," repeated the Englishmen.

It was before them in a minute, and they helped themselves at first, but notwithstanding it was "wery ot," it grew in favor with them until there was none left in the dish.

It was the first they had ever eaten, and it was amusing to hear their speculations on what was to them a rare dish.

"It will do, Bob, eh? I go with Peel for the free introduction of Hindian corn, and I'd ave it always done up in pudding."

"It's equal to plum pudding," replied his friend, "with beef to boot. It's over barley or hoats decidedly."

A few years ago, these men could have found nothing in America fit to eat—but hunger soon brings people to their senses.

ANECDOTE OF DECATUR.—At the close of the war with Algiers, when the preliminaries of peace were argued, the Dey insisted that the United States ought to pay them some tribute, (as usual,) if nothing more than a quantity of gunpowder. Com. Decatur replied, he did not doubt but his government would willingly let him have the powder, "but," he added, "*you must take the ball with it.*"

REMARKABLE COINCIDENCE.—It is remarkable that one vote carried the tariff of 1824; one vote carried the tariff of 1828; one vote in each house carried the tariff of 1842, and by one vote in the Senate the tariff of 1846 has become a law.

Ripe Bread.

Bread made of wheat flour, when taken out of the oven, is unprepared for the stomach. It should go through a change, or ripen, before it is eaten. Young persons or persons in the enjoyment of vigorous health, may eat bread immediately after being baked, without any sensible injury from it; but weakly and aged persons cannot, and none can eat such, without doing harm to the digestive organs. Bread, after being baked, goes through a change similar to the change in newly brewed beer, or newly churned buttermilk, neither being healthy until after the change. During the change in bread, it sends off a portion of carbon, or unhealthy gas, and imbibes a large portion of oxygen, or healthy gas. Bread has, according to the computation of physicians, one-fifth more nutriment in it when ripe, than it has when just out of the oven. It not only has more nutriment, but imparts a much greater degree of cheerfulness. He that eats old ripe bread will have a much greater flow of animal spirits than he would were he to eat unripe bread. Bread, as before observed, discharges carbon and imbibes oxygen. One thing, in connexion with this thought should be particularly noticed by all house-wives. It is to let the bread ripen where it can inhale the oxygen in a pure state. Bread will always taste of the air that surrounds it while ripening; hence it should ripen where the air is pure. It should never ripen in a cellar, nor in a close cupboard, nor in a bedroom. The noxious vapors of a cellar, or a cupboard, never should enter into and form a part of the bread we eat. Bread should be *light, well baked and properly ripened* before it should be eaten.

Bread that is several days old, may be renewed, so as to have all the freshness and lightness of new bread, by simply putting it into a common steamer over a fire, and steaming it half or three quarters of an hour. The vessel under the steamer, containing the water, should not be more than half full; otherwise, the water may boil up into the steamer and wet the bread. After the bread is thus steamed, it should be taken out of the steamer, and wraped loosely in a cloth, to dry and cool and remain so a short time, when it will be ready to be cut and used. It will then be like cold new bread.

TO WINE DRINKERS.—It is not generally known that wine baths are quite common in France—nevertheless such is the case. The Duke of Clarence is not the only gentleman who has enjoyed an immersion in malmsey. Punch has tried it with the very best of sherry. Only imagine! Punch—the veritable English Punch—swimming in French wine, and kicking, and plunging, and laughing, until the tears ran down his cheeks, and never thinking of the expense—a five frank piece.

"What a five franc piece for a tub full of wine! Hurrah! Vive la France!"

"Gently—gently. At least *fifty* others bathed in the same wine—*after* Punch.—The keeper of the *bagne* had a preference for Punch, and gave him the first dip. *After* him came fifty others—making in all *fifty* five franc pieces. A good price for the tub full."

"The wine was then thrown out."

"Not at all. Not so, by any means."

"What then?"

"Bottled of course."

"Bottled! And for what purpose?"

"Why, for drink, to be sure."

"Drink! Who would drink such stuff?"

"Why, the English do—the Yankees do! The latter import it in large quantities. It is a great favorite in Yankeeland."

Now, dear wine-drinking friends, when you next smack your lips over a glass of champagne or burgundy, reflect that a Lyonese alderman may possibly have bathed in it, and see if the reflection will assist you in appreciating its flavor.

[*N. Y. Sun, Messenger.*

WHITES AND BLACKS.—The population of Great Britain for the last ten years shows an average annual increase of 230,000. The population of London since 1831 has increased 17 per cent.

The slave population of the United States in 1810 was 1,191,363; it is now near 3,000,000. The natural increase has been more than 100 per cent. in thirty years, although there have been many liberated—far more than the number illegally smuggled in from the West Indies and other places.

The Evening News of yesterday reports that Mr. Badger, Secretary of the Navy under Gen. Harrison, is now in Washington, supposed to be commissioned to take Mr. Haywood's seat in the Senate. It would be too openly confessing a plot—a fraud—a mean trick. It is bad enough for an individual to sneak out of his seat in the Senate—but for a political party to confess to an intrigue with him by which they were to crawl into the seat, requires more contempt of decency than we can believe any party in N. Carolina to have. But probably the mail of to-day will settle the doubts. [*Charl. Mercury.*